



# National Transportation Safety Board

Washington, D.C. 20594

Office of the Chairman

OCT 13 2013

The Honorable Young-Doo Yoon  
President and Chief Executive Officer  
Asiana Airlines Inc.  
Kangseo P.O. Box 98 #47, Osae-Dong, 157-731  
Kangseo-Ku, Seoul  
Republic of Korea

Dear President Yoon:

I would like to take this opportunity to update you on the progress of the National Transportation Safety Board (NTSB) investigation into the crash during landing of Asiana Airlines flight 214 at San Francisco International Airport. I had hoped to convey much of this information in person during a visit to your country, but unfortunately, due to the United States government shutdown, the trip was postponed. I am disappointed that Mr. John DeLisi, Director of the Office of Aviation Safety, and I were unable to visit you in Seoul, but I do look forward to welcoming you when you visit Washington, D.C., in the future.

First, I would like to once again convey my sympathies to you and all of the employees of Asiana for the loss of life, as well as injuries to passengers and crew members. We know this is a difficult time for you and your company.

Second, I would like to express my sincere appreciation for the cooperation our investigative team has received from you and your employees. In particular, we appreciate having the opportunity to interview the flight crew and the cabin crew while we were on-scene in San Francisco. This provided first-hand accounts and insight into the aircraft operation and the post-crash evacuation. We were also grateful for the courtesy that Asiana Airlines, the KARAIB and the Korean government extended to our investigators during their visit to South Korea in July. The site visit to Asiana Airlines and interviews with your employees were helpful to our operations and human performance groups as we develop our factual reports.

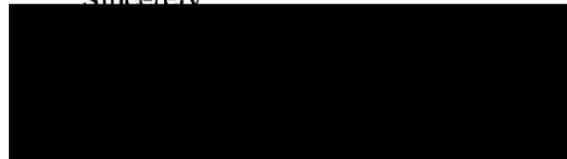
Third, as you may know, because of the US government shutdown the investigative hearing that was scheduled for November 6-7, 2013, has been postponed. I have already advised Chairman Cho of the hearing postponement. It is unclear when the funding for the NTSB will be restored, so we cannot identify a new hearing date at this time. We will continue to work closely with your team when our staff returns to work to finalize plans for the hearing, including arranging simultaneous translation in English and Korean.

Finally, I am enclosing a copy of the NTSB rules and expectations for party participation in investigations. Although Asiana Airlines is serving as a technical advisor to the KARAIB's

accredited representative, I thought it might be helpful to provide you with this information, which is typically provided to US parties to an investigation. We ask that you respect and abide by these procedures so that everyone involved in the safety investigation is operating with clear guidance. If you would like to have further discussions about our process and procedures, I would welcome that interaction.

Again, I appreciate Asiana Airlines' cooperation in our investigation of the flight 214 accident, and look forward to meeting with you in the near future.

Sincerely,



Deborah A.P. Hersman  
Acting Chairman

Enclosure

cc: Tae Hwan Cho  
Chairman  
Korea Aviation and Railway Accident Investigation Board

## ENCLOSURE

### NATIONAL TRANSPORTATION SAFETY BOARD INVESTIGATION OF THE CRASH INVOLVING ASIANA AIRLINES FLIGHT 214 JULY 6, 2013 SAN FRANCISCO INTERNATIONAL AIRPORT

The information provided below describes the National Transportation Safety Board's (NTSB) investigative process for aviation accidents and our expectations regarding the roles and responsibilities of organizations and individuals assigned as party representatives to work in support of an NTSB investigation. Although Asiana Airlines as serving as a technical advisor to the the Korea Aviation and Railways Accident Investigation Board's (KARAIB) Accredited Representative, in accordance with Annex 13 to the Convention on International Civil Aviation, the NTSB party process similarly ensures its collaborative practice is consistent with the standards and recommended practices of Annex 13.

The NTSB investigator-in-charge (IIC) is responsible for organizing, conducting, controlling, and managing the field phase of an accident investigation and supervising and coordinating all resources and activities of all NTSB and non-NTSB personnel involved in the investigation. The IIC continues to have considerable organizational and management responsibilities throughout later phases of the investigation. [Senior Aviation Accident Investigator Bill English is the IIC for the Asiana investigation. Should any issues arise during this investigation, KARAIB should attempt to resolve them with Mr. English, the IIC. Most issues are resolved this way. However, if this is unsuccessful, the next point of contact would be the Director of the NTSB Office of Aviation Safety, John DeLisi. If the issue remains unresolved, the next point of contact would be NTSB Managing Director David Mayer or the Acting Chairman].

The IIC requires all party participants in the accident investigation to read and sign a standard NTSB form titled "Certification of Party Representative," which is a statement of compliance with NTSB investigation procedures, rules, and restrictions.<sup>1</sup> The party form and guidance document make clear that participation as a party to an NTSB investigation is a privilege that confers no rights or benefits; that parties are named for the purpose of providing technical assistance to the NTSB and shall be responsive to the direction of NTSB personnel; and that persons occupying legal positions or otherwise serving as representatives of claimants or insurers are not permitted to be involved in an NTSB investigation. It also emphasizes that party participants may not release information to the media or to anyone outside the investigation

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<sup>1</sup> The party form incorporates a guidance document explaining the NTSB's investigative process, its rules of practice, and its expectations regarding the roles and responsibilities of parties to the investigation. These documents are publicly available on the NTSB's website at [http://www.nts.gov/doclib/forms/NTSB\\_Investigation\\_Party\\_Form.pdf](http://www.nts.gov/doclib/forms/NTSB_Investigation_Party_Form.pdf)

without approval of the IIC or withhold any information pertaining to the accident or in any manner relevant to the investigation.

In sum, the NTSB expects all party participants to follow our rules and procedures, and to act in good faith with a spirit of cooperation. NTSB accident investigations are non-adversarial proceedings aimed at determining probable cause and preventing future accidents. We expect all parties to work with us toward our mutual goals of fully understanding the circumstances of the accident and improving safety. We also encourage party organizations to counsel their employees associated with an NTSB accident investigation to follow NTSB instructions and to cooperate fully with NTSB investigators.